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"GRANNY'S HERBS AND EARLY MICHIGAN WITCHES"

Excerpts from our secretary's report of a talk given before the Society on September 17, 1963, by Dr. C. Howard Ross.

(Editor's Note: At the urgent request of many of our members, we are departing in this instance from our long established rule; namely, to publish in WASHTENAW IMPRESSIONS only the talks for which the speaker submits his own manuscript. Since Dr. Ross presented his material extemporaneously, and found himself too busy at the time to commit it to writing, with his permission we are substituting the pleasant summary recorded in the notes of our inimitable secretary, Mrs. Groomes.)

You who know Dr. Ross will not be surprised to learn that his talk on "Granny's Herbs and Early Michigan Witches" was interesting and informative and interspersed with Dr. Ross's own particular kind of humor. He has a remarkable memory for dates and data and spoke without notes. He also brought a huge bouquet of herbs with him and showed us each species as he told about them. He traced some of our modern drugs and treatments back to the days when Grannies, witches, and wizards prescribed dosages to cure "all the ills that flesh is heir to."

He told us about Witch Coble and her simple remedies, and that she often worked with the doctor of her day. The doctor sent a bill, the witch did not. He spoke too of the women of covered wagon days, and of the great ladies who treated all kinds of ailments with herbs. He said if they used twenty varieties, nineteen might be useless so far as that particular malady was concerned, but many times the twentieth was a real remedy. In India they used snake root, which was the forerunner of ephedrine. In Persia isbanach taught people to use spinach and other greens. Greece was the golden age of medicine, Rome of sanitation. During the Third Crusade a man who had lost his leg was put to sleep with vinegar. Columbus and his sailors ate pineapple on their return to Spain and this prevented them from having scurvy. Lobelia gave relief in respiratory trouble. Quinine is the result of a discovery in Peru in 1638. Queen Anne's lace, foxglove, peppermint, sassafras, monarda, camomile, and teasel were all used at various times. The Indians in Arizona made splints and casts from the Joshua tree. Skunk cabbage stopped bleeding, and the dogtooth violet, jack-in-the-pulpit, and arbor vitae all came into use at one time or another.

THE BACKGROUND AND EARLY LIFE OF FRED MANVILLE TAYLOR

By Z. Clark Dickinson, PhD

A paper read before the Society October 15, 1963

Fred Taylor's forebears were pioneering Americans, nearly all of British stock. A prominent strain was supplied by Richard and Penelope Stout, married in the seaboard area now known as New York, in 1624. The maiden name of Fred's favorite cousin, wife of Will Lapham, was Edith Stout. Fred's grandfather, Philo Taylor (1793-1844) was an early 1820's farmer-settler in Michigan near Detroit, hard by the frontier villages Plymouth and Northville. Barton Stout Taylor, Fred's father, born in 1820, after a medical training and the death of his father, was married to Marietta Rowland (1827-1857), daughter of a merchant of Plymouth or Northville. Fred Manville Taylor was the fifth and last-born of the five children of Barton and Marietta; she died when Fred was eighteen months old.

About 1868 Barton Taylor was remarried, to Elizabeth A. Gurney, by whom he became the father of four children (three male, one female). Two of these died in infancy, as had also the second child (Henry) of the first marriage. For five or six years after his mother's death, Fred was cared for by his aunt, Mrs. Caroline Clarke, in or near his native village of Northville. The first child of Barton and Marietta Taylor, Augustus Barton, born in 1846, died in 1886. Daughters Ada and Lillian, born respectively in 1851 and 1853, were married to two men named Wright after the family had removed to Houghton in the Upper Peninsula of Michigan; and these sisters, like Fred and his father, attained advanced ages,- all died aged seventy-five or more.

Such are the bare sketches of Fred Taylor's genealogy, and of his father's marriages and children. Some particulars may now be added which will fill out a few of the sketches into more lifelike portraits, and will indicate further the formative influences of "Freddie's" life up to the beginning of his professorship at Albion.

GLIMPSES OF PIONEERING AND OF PARENTS

Some bits of family correspondence were preserved. The earliest of these letters, written by Philo to his mother, Phebe Reed, from his farm near Plymouth, Michigan, give some interesting glimpses of that frontier. "I have 45 acres of land in good state of cultivation," he reported about 1826, "without a girdled tree on the whole and it produces excellent crops of all kinds. I have 20 acres of corn which is good and among others we have an excellent crop of flax." He had five head of cattle, and the nearby timber had been worked up into substantial farm buildings. In this earliest letter he indicates a strong sympathetic interest in anti-Masonic organization, and he apologizes to his mother for having little good to say of his recent religious life.

In February, 1842, we find Philo writing to his son Barton (who became the father of Fred), then a youth of twenty-two, and studying medicine at Cleveland, Ohio. Philo is remitting some funds and encourages Barton to remain until "navigation opens." He gives some sound advice to the medical student: "You say you have not dissected any and do not desire to. I fear you miss the point in that particular. Even if you do not make surgery your principal study I think you ought to improve every opportunity to make yourself acquainted with the human system and it appears to me no better means can be afforded than that of dissection. Besides, it would do away with that sensitiveness which is so prominent in your character and must ever be an impediment to anyone in the practice of

medicine.....I hope you will improve every opportunity to witness surgical operations and to assist in same as much as circumstances permit." Philo's news notes in this letter indicate sympathetic interest in anti-slavery activities, of which I am told the neighboring town, Ypsilanti, was a center.

Philo Taylor died within a few years, and by May, 1845, we find Barton writing to his grandmother, Phebe Reed, in part as follows:

"I had pursued the study of medicine and taken one course of lectures and wished to take another course and graduate. I did so at Cleveland. This cost me about $1,500. I am endeavoring to fit myself out with books, etc., preparatory to commencing the practice of medicine.....I have concluded to settle in Northville.....amidst a multitude of competition - six doctors old and experienced..... I expect to be married in a few weeks to Marietta, daughter of the Hon. David Rowland for whom I used to tend store in this place. He is still a merchant...."

Barton Taylor was soon diverted from the practice of medicine, and the main vocation of his life was that of a Methodist preacher. During his earlier years of preaching, and before Fred's birth, accompanied by his wife Marietta and their son, Augustus, he made at least one tour into the southern states, giving musical performances and doing some preaching on the side. Fred's family preserved a program or handbill, reading as follows:

"Mrs. Marietta Taylor, the celebrated Cantatrice, will give a concert assisted by Dr. B. S. Taylor and Master Augustus, six years of age, accompanied by the Piano and Violincello."

Barton and Marietta write home enthusiastically about this tour. His note reported:

".....I preach occasionally.....We have all enjoyed good health till about a week ago we were all taken with a kind of influenza.....This has rather disqualified us for singing.....The week past we have traveled only 34 miles and sung only two places. I have been very anxious to get an agent.....Having no appointments ahead, we can go just according to circumstances - go when we please and stay as long as we have a mind to. We have sung only three times a week since we were in this state - sometimes only twice. This easy way of taking matters is not the way to make money.....We have cleared $100 in the last three weeks..... Augustus does wonders. Indeed we could not succeed without him.....The people are not prepared to appreciate the higher qualities of refined music and they want to laugh long, loud, and pretty often or they are not satisfied."*

Marietta added a note, in the course of which she said:

".....We have the advantage of traveling, which has improved the Dr.'s [i.e., her husband, Barton Taylor's] health very much, the pleasure of seeing different places and people, becoming acquainted with the different customs, etc. .....The further south we go the more aristocracy we find and the more pride of blood.....I have a new light silk, trimmed with lace.....and kid gloves. The Dr. goes upon the stage and plays a prelude. I come out while he is playing, make my best bow and begin. It is necessary to gesture some in my singing to give effect .....Our prices are very popular. Augustus is a great help to us.....I wish you could hear the thunder of applause which he receives."

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* The typescript copies of these letters do not indicate from what point they were written, nor the dates.

This little "flash-back" to his parents and older brother will be especially significant to surviving friends of "Freddie" and "Mommy" Taylor in their Ann Arbor years, since one of the most striking of Fred's personality traits was his enjoyment of singing. Evidently his father, mother, and brother were sufficiently gifted for vocal music to make their barnstorming tour remunerative; and it seems likely that the musical factor played some part in diverting Barton Taylor from medicine to preaching.

In 1857 Marietta died, having borne five children. Baby Fred, as told above, was given foster care by his aunt, Caroline Clarke, and his father and siblings also continued for some years to live at Northville. Soon after his remarriage, Barton Taylor took up residence at Houghton, Michigan, where Fred rejoined the family and attended school. Here his sisters met the (unrelated) Wrights whom later they married.

Fred's high school education was apparently begun at Houghton and concluded at Mt. Clemens, Michigan, after his father assumed a pastorate there. Immediately he entered the liberal-arts college of Northwestern University at Evanston, Ill., receiving his AB with the class of 1876.

COLLEGE DAYS AT NORTHWESTERN

In college, Taylor's studies were along classical lines, the most prominent probably being history, rhetoric and literature, Latin and Greek, philosophy and mathematics. He belonged to Sigma Chi fraternity. In those days young women were much less apt to go to college than young men. Taylor's graduating class of 29 students included only five girls. His intellectual eminence in this period is indicated by his Phi Beta Kappa ranking and by several special prizes - Gage, Hurd, Easter, and triumphs in the early contests in New York of the Inter-collegiate Literary Association.

The crowning event was thus described by a contemporary:

"In the fall of 1876 the contest for selecting delegates was perhaps the fiercest.....It was generally conceded in the college that F. M. Taylor by his pre-eminent ability to represent us in mental science, and he was elected both for this department and as essayist without opposition.....Mr. F. H. Scott was chosen the orator. He went to New York and delivered his oration, but he was nearly sick at the time and failed to secure the prize. The contestant /for Northwestern/ in mental science was Fred M. Taylor, and he secured the second prize. The contestants for essay prizes were Fred M. Taylor and C. H. Morgan. Mr. Taylor took the first prize in essay, making $250 prize money secured by one man, not to mention the honor and distinction. Mr. Taylor took for his subject 'The Position of Hawthorne in American Literature'.....When he returned a large crowd met him at the station and gave him a grand welcome.....On January 14 the Omega Chapter /of Sigma Chi/ gave Bro. Taylor an elaborate banquet....." *

Among students at Northwestern in approximately Taylor's time were two others who achieved distinction as economists and educators - Simon Nelson Patten and

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* This quotation is from a passage in Frank M. Elliott's Reminiscences of Northwestern, as reprinted in The Northwestern of Northwestern University, Vol. 5, pp. 85,86, April 24, 1885. Other data on Taylor in college are from Charles B. Atwell (ed.) Northwestern University Alumni Record of the College of Liberal Arts, published by the University, 1903.

Edmund Janes James. Neither of these men remained to graduate, but James, after taking a doctorate in Germany and serving for some years as the leading economist of the Wharton School at the University of Pennsylvania, became president, first of Northwestern University and then of the University of Illinois. Taylor enjoyed some contacts with both these men, but probably later than their college days at Northwestern.

Taylor emerged from college in the troubled years which led at length to his active opposition to the political movements which finally threw the spotlight on William Jennings Bryan. Despite the gathering depression and his youth (21 years) however, Taylor fortunately secured a job as principal of the high school at Winnetka, Illinois - now an upper-class residential suburb of Chicago, on its "North Shore" of Lake Michigan. No doubt many of the graduates of this high school were expected to attend liberal-arts colleges, and it is apparent that Taylor brought some excellent assets to Winnetka - such as his proficiency in classical languages and literatures, rhetoric and English literature, history and mathematics. The dates given above relative to his two intercollegiate prizes (autumn of 1876 and the following January) suggest that by then he may have been enrolled as a part-time graduate student at Northwestern, while playing his teacher-principal role at Winnetka. At any rate he remained in the Winnetka school for the two school years, 1876-78; and he was awarded a Master of Arts degree by Northwestern in 1879.

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Editor's Supplement:

Although Professor Dickinson's manuscript ends here, he continued to talk informally about Fred M. Taylor's later career, including many interesting episodes and personality traits of the mature teacher of growing fame.

From 1879 to 1892 he was a member of the Albion College faculty as a professor of history "and Belles-lettres" and also as College librarian. In 1880 he was married to Mary Sandford Brown of Ann Arbor. His final title at Albion was "Henry M. Dowd professor of history."

Beginning his long career at the University of Michigan in 1892, he rose from assistant professor of political economy to the well-loved full professor, during certain interludes the acting chairman of his department. He retired in 1929, whereupon he and Mrs. Taylor moved to the Pasadena area of California to spend their declining years near their daughter, Margaret.

ST. MARY'S OF SYLVAN

By Ellis R. Martin

A talk delivered at the meeting of the Society in the McKune Memorial Library, Chelsea, December 3, 1963
(Other interesting talks given on this occasion presenting "Chelsea Vignettes of History" were: "The Village Doctor" by A. A. Palmer, MD, and "The Rural School Teacher" by Paul G. Schaible. Unfortunately, neither of these gentlemen could be persuaded to produce a manuscript.)

At the close of the Napoleonic Wars in Europe, there was a strong influx of emigrants to this country, especially from Ireland. Many of them worked on the Erie Canal and worked their way westward; and, attracted by the hills and streams and woods of Washtenaw County, especially in Sylvan and Lyndon Townships, a good many Irishmen took up land there and made homes in the wilds. Among them were Gormans, Byrnses, Howes, Cassidys, O'Connors, Savages, McIntees, Flemings, Kennedys, and a host of others, space limiting a more comprehensive list.

For some years these people were deprived of religious consolation, there being no Catholic churches nearby, and an occasional Mass said in a settler's cabin was all they had. Shortly after 1840, however, Darius Pierce, a Protestant member of the Legislature, gave two acres of land on a hilltop near Mill Lake, a few miles from the present site of Chelsea, for a church and cemetery. The actual date of transfer is not known, the deed not having been recorded, but in 1844 a rough, unpainted, wooden church was built, without cross or bell. Sponsored by a missionary group, services were held at irregular intervals, a man called the Mass man being sent around to notify people. There was no house for a priest but a room in the church was set aside in case he decided to stay over night.

The main door opened opposite the altar, and there was another in a transept. The original dimensions of the building are not known, but after one and possibly two enlargements it was about 20 by 28 or 30 feet. The pews were of wood, and the altar candlesticks, which still survive, were of plain lathe-turned wood, about three feet tall and painted black. A large stove furnished heat.

In 1869 a young man who was born nearby said his first Mass in the church. His name was James Savage, and he later attained eminence in the Church. He was Monsignor Savage of the Corktown church in Detroit when he died, in 1927. At his request, he was buried approximately in front of the altar where he had said his first Mass. A tall, granite cross marks his grave, which is carefully tended, with three tall evergreen trees at corners of the stone coping that encloses the plot. They were planted by the Cassidy family.

In 1869 St. Mary's church was founded in Chelsea, and, with a resident priest and regular services, a drift away from the older church began, until finally it was closed, though burials are made in the cemetery to the present day. One windy April day in 1903, smoke was seen pouring from the aged building, which was quickly reduced to ashes.

The cemetery became neglected until some years ago when Msgr. Savage's niece, Mrs. Ellen Rothliesberger, collected about $400 with which the ground was put in order and enclosed with a strong fence. It is now kept in excellent order and the driveway maintained by the Conservation Department. One of the stones is in memory of Owen McIntee, who died in 1878 at the age of 101. The inscription reads:

"One hundred summers in their noiseless flow,
One hundred winters with their driving snow,
Now warped his form and furrowed deep his face,
And made sad entries in life's lonesome race,
But bore fair virtues to his fame and Faith
And wrote this record on the gates of death."

Many stones record birth in counties of Ireland, and bear the pathetic plea "In your charity pray for the soul of. . ." In one corner there is a square of 40 feet, unblessed, for a potters' field.

In the early 1830's, among the Irish who were advancing into the wilderness, were the Cassidy brothers, who eventually took up 600 acres of land along Waterloo Road, at $2.50 an acre. They lived with a family named Leeke near Waterloo. To register the land in Detroit, where the land office was, one of the boys would start in the morning, walk to the tavern opposite the present Ford estate in Dearborn, and sleep there. The next day he would on to Detroit, register the land, and walk back to the tavern to spend the night. The third day he walked on home, a round trip roughly of 130 miles. Descendants of the Leekes and Cassidys still live, and the original ancestors of the latter are buried in the cemetery on the hill.

During these early days there was nothing on the present site of Chelsea, but near the church was a blacksmith shop, a mill, a school, and a store. There was a postoffice at Pierce's Corners, six or seven miles away.

The interested historian can find at Mill Lake the cemetery, a few stones in the brook where the mill stood, the foundations of the blacksmith shop and the owner's home, and that of the store. All else is gone. But names of early settlers survive in roads of the area. The school was torn down in 1856, and another built not far away. The building is now used as a residence.

It would be a fine thing if historical spots in the two townships were marked. There are numerous people who would like to visit them and to remember these early settlers who left their far-off homes to make new lives in a strange land.

THE HISTORY OF TRANSPORTATION IN SALINE

By Bessie Carven Collins

A paper presented at the meeting of the Society in the new Saline Savings Bank in Saline, May 26, 1964. This material will be used by Mrs. Collins as a chapter in her projected history of Saline.

The history of transportation is the story of progress and its influence on everyday life from the early settlers to the present time. It might be divided into three eras: the oxcart, horse and buggy, then stage coach days to about 1870; next the railroad and electric railway; then the automotive age which is continuing indefinitely. Each era had a different influence upon people and their way of life at that particular time, although each was a step forward to a higher standard of living.

The first settlers came to this area in 1826 from the Finger Lakes region of New York State. They traveled by the Erie Canal to Buffalo, then by sailing vessel to either Detroit or Monroe, the principal ports of debarkation; there was a land office at both places. The trip required seven days to three weeks, depending upon the weather and storms encountered.

At first there were no roads, so travel was along the Indian trails, six trails converging near the river on which the salt springs were located that gave it the name, Saline River. These trails were narrow, the ground packed by the passing of moccasined feet, wide enough for Indians but not for the settlers and their wagons. Upon landing, some pioneers had purchased a wagon, oxen, a small supply of food and a few tools, but early records relate that many families traveled on foot after landing on Michigan soil to select their home site in the vicinity of Saline. A copy of a letter written to relatives in the East by Mrs. Chester Parsons tells the story of their boat trip, and of how from Detroit the family came on foot. After selecting their prospective home site, her husband and his brother, Orrin Parsons, traveled night and day along Indian trails to Monroe to register their land before someone else claimed it. The pioneers showed an indomitable spirit to venture from established homes in the East to the little-known territory of Michigan, which was almost a wilderness.

The Parsons families were among the first settlers, arriving in 1826, and purchased land on the river below the salt springs for water power. The next year they built the first saw mill, and in 1836 Orrin Parsons built the first grist mill. After there were passable roads, many pioneers came from the East in covered wagons, enabling them to bring some household goods and tools, equipment for building and farming. Settlers camped in the forests or stopped overnight along the way, for travelers were always welcome wherever night overtook them.

The east-west route had been the Great Sauk Trail, and in 1824 Orange Risdon of New York State had passed through this region as chief surveyor of the Detroit to Chicago military highway, later called the Chicago Turnpike, now U.S. 12. On August 12 he purchased 120 acres of land here, then continued his work of surveying. He must have decided that this was a good location for a village, because of its natural resources, fertile land, dense forests for lumber, and the river for power, for only three years after he returned to build his home Mr. Risdon platted the village on a part of his farm. He named it Saline, after the river and the newly formed township of the same name. The same year, 1832, the first store was built in the village on a corner of the intersection of Chicago and Adrian Sts. That frame store was operated by several proprietors until it was razed for the erection of a modern building ready for occupancy in 1917 by the Saline Savings Bank.

Travel had been increasing on the new Chicago Turnpike, and for the convenience of travelers the first tavern or inn was built in 1833 by Smith Lapham where the Still Hotel now stands. It was called the "American House." Another inn was built the next year, called the "Saline Exchange," a block west of the "four corners," by Daniel Wallace and son Daniel D. The latter became the proprietor. The Wallace family had come in 1831 and taken up land three miles west on the Turnpike.

The Indian trails had skirted woods, lakes and swamps, and the first roads had followed the trails, and later many roads were surveyed along the same routes. This accounts for the winding, picturesque routes of many of our highways which followed the contour of the land before they were replaced in recent years by the superhighways. In the late 1830's the roads became corduroy roads, made of small logs about twelve feet long laid crossways of the trail and covered with a layer of earth which soon became well packed. That kind of road was satisfactory unless rains or swamps undermined the logs. After sawmills became numerous, the corduroy roads were replaced by plank roads on the main routes, which made travel smoother and more comfortable. The planks, about sixteen inches wide, eight feet long, and three inches thick, were fastened together in the middle. These roads were privately financed but chartered by the State, so a fee or toll was collected to pay for the cost of maintenance.

Toll gates were erected at intervals of about ten miles or so at the boundaries of villages. Reports of the toll collected varies, but most sources state that one cent a mile was collected for one horse and conveyance, two cents for two horses, and a fee for stock to be driven through. One toll gate was located on the present Curtiss property, across from 317 East Michigan Ave., of which Miah Mason was gate keeper until he was appointed postmaster of Saline in 1881, by President Abraham Lincoln. Another gate keeper there for many years was Gilbert Brown, who would obligingly open the gates after the closing time of nine o'clock if he deemed it necessary. The toll gate near the present American Legion Home was the last to be abandoned in this vicinity. It is probable there were others on roads at the outskirts of Saline of which there is no record. However, we know about the toll gate across the bridge on Monroe Street, of which I. B. Godfrey was keeper. The toll house was close to the road, and the Godfrey house stood just south of it and farther back, while the home of their daughter Anna and husband, Belden Rouse, was closer to the Saline River. Their daughter Ethel and her little friends, including this author, used the old toll house to play in, about the early 1890's.

Improved roads brought many pioneers, and Saline became known as the largest settlement in the Saline area. The Chicago Turnpike opened land farther west, and it is probable that stage-coach routes were established about that time to carry passengers to greater distances than were otherwise possible. That mode had progressed till regular routes were scheduled. The stage from Ypsilanti to Saline carried passengers, mail and express; the stop in Saline was the "Saline Exchange," and the terminal was the "Half Way Inn," located five miles west on the Turnpike. From 1858 to 1870, the owner and driver of the stage was Edwin Wallace, grandson of the pioneer, Daniel Wallace. William Dell drove the stage to Manchester on Tuesdays, carrying mail and also passengers at one dollar each way. As the stage approached the village and the horn was sounded, all business was suspended, and by the time the stage stopped a crowd had gathered to greet the travelers and hear the latest news from the outside world. In these days of telephones, radio, TV, newspapers and fast mail service, one can hardly imagine the eagerness with which the travelers were welcomed.

Driving a stage was not an easy task, but a great responsibility under adverse conditions. A tragic tale was related by an old resident whose father had told him about an incident that happened in the early days of travel, when Charles Culver

was driver. At a New Year's party it was so warm that the men removed their coats when dancing; then the weather suddenly changed and by morning it was very cold. That day the stage did not arrive on time and the villagers began to worry about its safety, but later the coach was seen coming slowly into town. It was then discovered that the driver was so cold that the reins had to be cut from his hands; the passengers, one woman and three men, had wondered why the stage was traveling so slowly but it was too cold to get out to investigate. The horses were about exhausted and suffering from the cold, but finally reached their destination.

The Half Way Inn, on the corner of the present U.S. 12 and Feldkamp Road, was not only the terminal of the local stage but a regular stop for the through stages, for there had to be a frequent change of horses, and also an overnight stop. The inn bears description, for it was typical of many inns or taverns that operated at that time. Originally it was the home of Chester Parsons and his family, for he had left the location of the mill on the river which he and his brother Orrin had built, and had purchased in 1834 a 120-acre farm on the Turnpike, and then built the first steam saw mill. As travel increased he enlarged the house and named it the Half Way Inn, although not quite half-way to Clinton, the next stage stop. Their daughter, Melissa, married Charles Fellows, and he became the proprietor. A Post Office called Benton was located at the inn, with Mr. Fellows as postmaster, and that part of Saline Township is still called Benton by the older residents. At least one romance blossomed there, for the stage coach driver, Edwin Wallace, married the proprietor's daughter, Rebecca Fellows.

The inn had seventeen rooms, a bar, private distillery, dining room, kitchen, and large stables at the rear. Besides the bedrooms upstairs, there was a dance hall, the floor laid with unsupported and unsecured boards which gave the floor a bounce; also a stairway leading down to the stables. Often the stage had to drive slowly, so that, when arriving at night, a lighted lantern hanging beside the door was a welcome sight, and the proprietor stood waiting to welcome the guests. The horses, driven in pairs, making two or three teams depending upon the weather and condition of the roads, were driven around to the stables.

Wash basins were provided to freshen up before going to the dining room, where long tables covered with red cloths were set, at which meals were served family style. The food consisted of products of the farm, a favorite meal consisting of smoked pork, beans, potatoes, and bread fresh from the oven. In the evening the men retired to the bar if they so desired, and guests always made good use of the dance hall. If driving conditions caused a delay for a day or so, the ladies would do some washing. There was a rain barrel outside the kitchen door and a tub with a long-handled plunger, similar to that of a churn, which furnished power. Laundry was hung on lines in the back yard, but little ironing was done as it was a tedious task to use the sad irons heated on the open fire.

Saline had been increasing in business and population to the extent that it became an incorporated village, October 18, 1866, and the president elected for the first three terms was Charles Howe Wallace, another son of the pioneer Daniel Wallace. The business meetings and elections were held in the American House until the Corporation Building, in recent years the City Hall, was erected in 1887. Beginning in the 1860's, many of the brick stores still in use a century later were built, including the three-story Citizens Bank, the next-door Saline Hotel, and double brick stores and store buildings across the street.

Great interest had been shown when rumors reached Saline that a railroad was being built westward from Detroit. When the railroad was finally completed as far

as Ypsilanti, and the first train was expected February 3, 1838, many from Saline joined the crowd there to witness its arrival. The crude locomotive had cord wood piled on its tender, which was followed by a decorated private car, then three smaller cars improvised for the occasion. Aboard the train were the Governor, State officials, and prominent citizens.

Among those who went from Saline to the celebration was Theodore E. Potter, who described the event in his autobiography as follows: "My father went and took me with him. We found the one street finely decorated with flags and a brass band. We next visited the place where the ox was being roasted over a huge fire. Then we went to the depot to witness the arrival of the first train from Detroit, on which were the officers of the road, with General Lewis Cass, and other prominent men. About two inches of snow had fallen and when the train came in sight on the slight grade near town, it presented the novel spectacle of two men sitting on opposite ends of a cross beam in front of the engine, holding large splint brooms to sweep the snow off the track. That was the first and original snow plow. After the dinner of roast ox, baked potatoes, pumpkin pie, and ginger-bread, we listened to many orations." On the return trip back to Detroit, the train was stalled at Dearbornville, now Dearborn, and had to be pulled back to Detroit by horses from a nearby farm. That episode did not dampen the ambition to continue to build a railroad westward. It reached Ann Arbor October 17, 1839, and was greeted with a similar celebration, which was attended by many Saline people.

A branch of the railroad which was proposed to be built from Ypsilanti westward through Saline was incorporated February 3, 1869, as the Detroit, Hillsdale and Indiana Railroad. It was completed as far as Saline in 1870, in time for a Fourth of July celebration, and round-trip free rides to Ypsilanti and return were given to all who wished to take the ride. The railroad was continued to Manchester October 1, 1870, and to Hillsdale January 23, 1871. However, the cost of construction caused the company to go into receivership, February 1, 1874; and upon reorganization, Daniel L. Quirk became president and W. F. Parker superintendent, and the offices were in Ypsilanti. After operating one year, the railroad and property were leased by the Detroit, Hillsdale and Southwestern in 1875, and the lease was assumed by the New York Central Railroad Company, by consolidation, December 23, 1914. The railroad through Saline has been a part of that system since that time.

Saline had a frame depot with a large waiting room, heated in winter with a huge stove, a ticket and telegraph office, and adjoining freight and express warehouse. For many years there were two trains a day in each direction, making connection with trains at Ypsilanti and also at Hillsdale. Before coal was used for fuel the tender back of the engine was piled high with wood, and there was a large pile kept beside the depot to replenish the supply when the train stopped. One of the boys hired in the early days to saw and pile the wood was Louis Leisemer, whose family lived where the Merchantile Lumber Company is now located. He worked on the first newspaper in Saline, and later became owner and editor of the Washtenaw Post in Ann Arbor. The water was supplied from an elevated tank near the depot, filled with a pump unit until there was a city water system.

The first station agent in 1870 was George W. Hall, who was succeeded by F. L. Thompson for a short time, then came D. A. Bennett, who was agent for many years. Mr. Bennett was influential in village affairs; he enlarged the northern part of the village, and a plat and a street bear his name. Richard Tuttle was telegrapher until 1880, when that position was assumed by the station agent.

The next station agent in Saline was Frank Rose, who came in September, 1898, from that position at Somerset. He became village president from 1913 to 1916, during which time the village water and sewer systems were installed. Mr. Rose was president of the Board of Education, Past Master of the Masonic Lodge, and he and Mrs. Rose were charter members of the Order of the Eastern Star. During those years several young men received training in telegraphy and railroading which led to responsible positions in other stations. When Mr. Rose retired he had the record of forty-four years working for the railroads. After several agents for short periods, Edward Sawall has been agent in Saline since February 28, 1948.

The completion of the Toledo and Ann Arbor Railroad in 1878 benefited Saline, for the intersection of that and the railroad through the village was called Pittsfield Junction. There was a depot with ticket and telegraph offices similar to that in Saline; travel then was possible either north or south. There were switches where freight cars could be routed from either road to the other. One time a long circus train was switched to the road through Saline because of a wreck on the T. & A., which caused considerable excitement as it passed through the village.

By the T. & A. tracks, a few rods north of Willis Road, a small shed, until 1961, marked the place where another depot had stood, similar to others in this vicinity. It was called Urania, and the ticket agent and telegraph operator was John Cook, whose home was near the station. Tickets could be purchased to any destination, and the three served a large area of this part of the State.

The railroad through Saline gave a new impetus to business and began a new era of transportation. Stage coach routes were gradually abandoned; the American House and Saline Exchange finally closed their doors for lack of patronage and were used as residences by large families. The brick hotel which had been erected in the late 1860's next to the Citizens Bank then became the only hotel in Saline, for many years known as the Harmon House, and in recent years as the Saline Hotel. The Half Way Inn was restored for use of the Fellows family until it was sold, April 1, 1902, to Charles Hertler. The large Hertler family occupied the former inn for forty years, of whom many still reside in this community. They recall that it was the gathering place for the young people of the Benton neighborhood who made good use of the bouncy dance floor; the cabinet with divisions for mail, cupboards, some with glass doors, and other original furnishings of the bar were convenient to use in their family dining room. The building with its sturdy timbers was demolished in the early 1950's by Mr. and Mrs. Robert Finkbeiner, who had purchased the farm. A modern house was erected and the latter was again living in the same location where she had spent her early life. The former stage-coach driver, Edwin Wallace, became a deputy sheriff, then sheriff of Washtenaw County. After the disastrous fire that destroyed an entire block in the business section, he built the brick block of six stores in 1887 on South Ann Arbor Street, which had the Opera House on the second floor.

Saline had become the most important shipping center on this branch of the railroad. The stock yards built east of the depot were said to be the largest in southeast Michigan, and several well known stock buyers lived here. Besides stock, the principal products shipped were grain, flour, wool, and apples. Freight to the local stores was delivered by a dray for many years, then some merchants had their own delivery wagons. The large stable back of the American House became the village livery barn, from which hacks met the trains. It also rented horse-drawn buggies or sleighs to passengers who came by train and wished to continue to their destination, either for business or pleasure.

An electric railway, powered by an overhead trolley, had been operating from Detroit to Ypsilanti, Ann Arbor, and Jackson, and in 1899 a branch was built from Ypsilanti to Saline. A private company had promoted its construction, but about five years later the railways were acquired by the Detroit United Railway, or D.U.R. Work was begun in the early spring; in the country the track was laid on the north side of the road and parallel to it except for a curve over the railroad tracks, and in Ypsilanti and Saline the tracks were in the middle of the stfeets. The power house and car barns were on East Michigan Ave., in Ypsilanti, where the Wrigley store is located, and the waiting room was on Washington Street a short distance north of the main intersection. The interurban, which made the trip to Saline every two hours, from 6 AM to midnight, made connection with cars on the main line so that Salinites could then travel east or west. When it was completed free rides were given to Ypsilanti and return, and it was a thrill when the car passed over the trestle high over the railroad tracks.

The waiting room in Saline opened in September, 1899, in the Hauser building, now the east half of the Gamble store, and George Lutz was the first ticket agent. The "Y" where the cars turned around was on the cemetery corner, backing onto Monroe Street, then proceeding east again on Michigan Avenue to the waiting room. The street was steeper then, and in winter it was difficult to make the grade; so the waiting room was moved, July 25, 1907, to the Unterkircher Building, now the Uphaus store. Howard Bartlett was ticket agent for many years, and for the convenience of mothers with small children, the Saline Woman's Club donated a rocking chair. Tracks were laid into the alley beside the waiting room and after discharging passengers, the car would unload freight and express on a dock behind the waiting room. Mail was brought from the Ypsilanti Post Office to the local office, and for those services a car was put on this branch line which had a compartment for that purpose back of the motorman's seat. This car was always called "Old Maud."

The interurban stopped for passengers at farm houses and road intersections and there was considerable sociability. The first conductor was John Barnard of Saline, and later Harry Fields was conductor for many years, and a well-known motorman was a Mr. Ehnis. The interurban opened up many pleasures that the horse and buggy or railroad had been unable to furnish. It enabled residents to shop, attend concerts, theatre or sports events in Ann Arbor, Ypsilanti, or Detroit. Church and other groups had annual all-day excursions, going by early trolley to Detroit, then by boat to Port Huron, Bob-lo, or Put-in-Bay, and returning late at night, for which a chartered car was frequently furnished. It was a boon to young people who wished to attend the Michigan State Normal College, now Eastern Michigan University, or Cleary College, when otherwise it would have been impossible to do so. It was difficult in the winter, but necessary, to take the first car in order to attend an 8 AM class,- the author was one of the commuters. The interurban was a convenience for many who lived some distance, to drive to Saline, hitch the horse or patronize the livery stable, and go away for a day or perhaps for a longer time.

The interurban furnished fun for "the boys" on the Fourth of July, hallowe'en, or whenever a celebration was desired. They placed torpedoes on the tracks and the car coming into town would make a terrific noise, especially noticeable if it was the last car at night. An amusing incident happened during prohibition days, as there was a great deal of bootlegging between Detroit and Chicago. One day an automobile loaded with liquor, although well concealed, was approaching the village from the east when the driver realized he would be apprehended. The men saw Old Maud approaching, so the auto was driven onto the tracks near the village limits, and of course was wrecked, as were the cases of intoxicants. The men had jumped and fled across the fields, but were later caught.

However, several criminals were brought to justice in the summer of 1921 because of the alertness of the motorman. The highway between Ypsilanti and Saline was still a gravel road, automobiles were becoming numerous, and it was a favorite pastime to race with Old Maud. It was enjoyed by the passengers, and the motorman, relieved of the monotony, often joined in the race and would casually write down license numbers on the motor block. On the morning of July 15, a double murder was committed one mile south of Saline on the Milan Road, where the Misses Lucretia, Marietta, and Katherine Burg lived with their bachelor brother, George Burg. It had often been rumored that they were well off financially and kept money hidden on the premises.

That day Mr. Burg and a neighbor, Henry Folmer, were working in the sheep barn when a large automobile with several men in it drove into the yard. One man came to the well where Miss Lucretia was pumping, and asked for a pail of water. She told him to go to the barn for a pail, and after he had filled it he poured the water over one of the wheels,- the reason no one ever knew. Then they backed out of the yard; but after a short time they drove in a second time, but soon left, and of course the sisters had no suspicion of danger.

At noon the dinner bell was rung, but when the men did not come to the house, Miss Lucretia went to the barn to call them and found both dead from gunshot wounds. One of the sisters ran to a neighbor's to give the alarm, and Dr. C. O. Woodbridge and Deputy Sheriff George Cook of Saline were soon at the scene. The men must have been instantly killed, but a piece of rope nearby led to the belief that the men intended to tie up their victims with the idea of robbery. However, money was not taken from the men's pockets and the murderers must have left hastily, for in backing out of the yard a gate post was broken, which must have dented the rear of the automobile. The only other clue was the mark of the tire in the soft earth where the water had been poured, and the officers decided from the tire tracks that it was a Cadillac. Men working on the road nearby had noticed such a car and that the men in it looked like Italians, but no definite description could be obtained anywhere.

A break in the case came the next day when an officer was trying to get information in Saline, where everyone was talking about the murders, shocked, for the family had been respected citizens for many years. The interurban was waiting to take on passengers when an officer just happened to ask the motorman, Otis Stephens, if he had seen a big Cadillac on his run to Ypsilanti on the previous morning. Mr. Stephens replied that he had seen such an auto with seven men in it traveling very fast, and automatically he had jotted the license number on the motor block, although one digit was quite indistinct.

Officers traced the license number and found the owner of the automobile in his garage in Detroit, trying to cover up a dent in the rear of the auto. The owner, Peter Orlando, claimed he had been hired to drive the men to Saline, that three men went to the barn while two remained to guard him and his brother Joseph, who had accompanied him on the trip. The owner drove the officers around the Italian quarter until the men were identified and arrested. All were tried in the Washtenaw County Circuit Court by Judge Sample, and the two men who actually did the shooting, Sam Morceri and Tony Spino, received life prison sentences. The other three men were sentenced for shorter terms and the Orlando brothers were exonerated, as they had nothing to do with the crime or knowledge of it. The unusual solution of the crime made the headlines, and a featured story appeared in a detective magazine.

As automobiles became more numerous, patronage of the interurban did not suffice to meet operating expenses. So it was decided to discontinue service on this

Ypsilanti-Saline electric railway, and on Sunday night, September 27, 1923, Old Maud made the last trip and ceased to exist except in the memory of those who had ridden to college, for business, and frequently for pleasure. There was no mail for several days until arrangements were made to bring mail to the Saline Post Office. Work was begun the next day to tear up the tracks in the village, and soon the waiting room was dismantled. Another means of travel had been abandoned because of a more progressive and faster means of transportation,- the automobile.

The railroad through Saline had been affected, but limited passenger service had continued until April 27, 1930; then one coach was put at the rear of freight trains until September, after which only freights operated. When farmers could truck stock to Detroit more cheaply than to send it by freight to Chicago or Buffalo, the stockyards were torn down. The diesel soon replaced the steam engine, and freights ran only twice a week in summer and once a week in winter. Freights now brought mostly coal, lumber, and farm machinery, and took away carloads of grain, baled hay and straw, while all express came by truck. Only the office and warehouse of the depot remained.

After ninety years of trains through Saline on this branch of the New York Central, in April, 1962, it was announced that a schedule had been arranged so that portions of the track could be torn up, but there would continue to be freight service once a week. A train from Ypsilanti would deliver and take on freight at Saline, continue to Bridgewater and give the same service there, then return to Ypsilanti. Trucks and changing local industry have taken away the railroad's traffic. The same procedure would be carried out to Hillsdale; all stations would receive the customary service, but about half of the track between Ypsilanti and Hillsdale would be torn up, thus eliminating part of the cost of maintenance. A central office in Saline would take orders from all stations, and Edward Sawall would be the agent.

The third era of transportation, the automotive, has brought many changes in the name of Progress. Automobiles for business and pleasure and trucks of all sizes have been helpful to farmers and industry; also heavy machinery for construction purposes has become indispensible.. However, they have changed the leisurely way of living to the hustle and bustle of life seven days a week. The topography of the countryside has been changed; the new highways no longer offer a pleasant auto ride through scenic woods, past comfortable farm homes and live stock grazing in the pastures. One nowadays seldom sees any wild life or hears birds while enjoying a pleasant ride. Such scenes can still be observed if one travels the so-called back roads or less populated areas, but subdivions with no natural surroundings remaining have replaced many farms. These changes cannot help giving a nostalgic feeling to those who "remember the good old days."

Other Programs enjoyed by the Society during the year, 1963-64, manuscripts for which were not submitted for publication in Washtenaw Impressions:

November 12, 1963 - Your Historical Society of Michigan - William K. Alderfer, Director.

January 21, 1964 - The Clements Library Collections - Howard H. Peckham, Director.

February 26, 1964 - Washtenaw's Early History - Gilbert E. Bursley, State Representative.

March 31, 1964 - Historic Homes and Buildings of Washtenaw - Eck N. Stanger, Photographer, Ann Arbor News.

April 27, 1964 - Early Dentistry in Ann Arbor - Robert Warner, PhD, of the Michigan Historical Collections.

June 20, 1964 - Inspection Tour of the University Radio-Astronomy Observatory on Peach Mountain; business meeting and supper at the Herbert Hicks cottage at Little Half Moon Lake.

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